Fiscal Year 2013
Transit Security Grant Program
Transportation Security Administration

What is the purpose of the Transit Security Grant Program (TSGP)?

The TSGP is one of the Department of Homeland Security's (DHS) fiscal year (FY) 2013 grant programs which directly support transportation infrastructure security activities. These grant programs are part of a comprehensive set of measures to help strengthen the nation's critical infrastructure against risks associated with potential terrorist attacks. The program provides funds to owners and operators of public transit systems (which include intracity bus, certain ferry systems, and all forms of passenger rail) to protect critical surface transportation infrastructure and the traveling public from acts of terrorism.

How much money will be available under TSGP, and how does that compare to FY 2012 funding?

DHS will provide $93.2M in Public Transportation Assistance in FY 2013. Of that, $83.7M is available for TSGP. A carve-out of TSGP, the remaining $9.49M of FY 2013 security funding will be awarded to the National Passenger Rail Corporation (Amtrak). This is a decrease in TSGP funding over FY 2012 amounts by 4.3% and a decrease in funding to Amtrak over FY 2012 amounts by 5.1%.

What is the FY 2013 TSGP framework?

Similar to the FY 2012 program, the FY 2013 TSGP framework is wholly competitive without tiers or target allocations, and focuses on remediating vulnerabilities. As such, operational projects linked to identified deficiencies and "shovel ready" remediation projects for Top Transit Asset List (TTAL) assets are prioritized ahead of all other security projects.

What is the Presidental Policy Directive 8: National Preparedness (PPD-8)?

PPD-8 was signed on March 30, 2011 and describes the Nation's approach to preparing for the threats and hazards that pose the greatest risk to the security of the United States. Core Capabilities are essential for the execution of each of the five mission areas described in the NPG, however are not exclusive to any single level of government or organization but rather require the combined effort of the whole community. The FY 2013 TSGP supports grantee efforts to build and sustain Core Capabilities in the Prevention, Protection, Mitigation, Response, and Recovery mission areas based on allowable costs. For more information, refer to the National Preparedness System Description located at http://www.fema.gov/nationalpreparedness.

Is the FY 2013 TSGP funding allocated by tier or region?

No. The FY 2013 TSGP framework does not have tiers or regional target allocations and is wholly competitive. The FY 2013 TSGP allows DHS to fund high-priority security projects such as those addressing operational activities linked to Baseline Assessment for Security Enhancement (BASE) deficiencies, and the remediation of nationally critical transit assets on the TTAL.

What are the funding priorities for the FY 2013 TSGP?

DHS continues to prioritize projects based on their effectiveness in reducing risk to transit systems. The FY 2013 TSGP framework remains the same as in FY 2012 and focuses funding on remediating vulnerabilities identified through BASE assessments and the TTAL. Operational funding is focused on training, public awareness, drills and exercises, and

security planning, with those projects linked to known deficiencies as identified in BASE assessments prioritized ahead of other operational activities and projects. Capital funding is focused on "shovel ready" hardening of high risk assets, with those on the TTAL prioritized ahead of all other capital security projects.

The FY 2013 TSGP funding will be prioritized based on the following funding priorities:

- **Priority A Operational activities**: Training, public awareness, drills and exercises, security planning.

- **Priority B TTAL Remediation:** Hardening of assets on the TTAL that have complete remediation plans, including Environment and Historic Preservation (EHP) documentation and are in progress or considered "shovel-ready."

- **Priority C Operational Packages:** Development of new capabilities and sustainment of existing capabilities to enhance visible, unpredictable deterrence efforts in transit, including canine teams, anti-terrorism teams, mobile explosives detection screening teams, patrols on overtime, equipment and other support.

- **Priority D Other Security Projects:** All other Capital Projects not included in the above priorities, with priority given to "shovel-ready" projects.

What is the Top Transit Asset List (TTAL)?

In support of the TSGP, DHS drafted the TTAL to identify those assets it considers nationally critical to surface transportation. This prioritized list was developed by examining the highest criticality-type assets in the highest-risk regions and intelligence information. These assets were then analyzed based on threats, vulnerabilities, and consequences. Government and industry stakeholders also participated in the process.

How can a project be submitted for inclusion in the TTAL?

TTAL submission requests must be endorsed by the agency's Senior Security Official or CEO and should include a narrative describing the asset name, asset owner/location, description of asset, threat/vulnerability/consequence information, justifications as to the impact of the asset to the agency's system if compromised and any other pertinent information.

Requests should be sent to TSA at TSAGrants@tsa.dhs.gov. Submissions will be reviewed in accordance with the "FY 2013 TTAL Asset Inclusion Application Process" located at http://www.tsa.gov/grants.

Are TTAL Remediation Plans an eligible project type?

No. TTAL Remediation Plans are not an eligible project type in FY 2013 TSGP. TTAL funding is focused on "shovel ready" remediation projects to harden nationally critical infrastructure as identified by the TTAL.

Who may apply for funding under the TSGP?

Eligibility remains the same as the FY 2012 TSGP. Eligible applicants include owners and operators of public transit agencies (which include intracity bus, and all forms of passenger rail) and certain ferry systems. Eligible transit agencies were determined based on daily unlinked passenger trips (ridership) and transit systems that serve historic Urban Areas Security Initiative (UASI) jurisdictions.

Per the Consolidated and Further Continuing Appropriations Act, 2013 (Public Law 113-6) awards will be made directly to transit agencies. As such, eligible transit agencies are responsible for submitting their own applications, including Investment Justifications and Detailed Budgets, through *grants.gov* and ND Grants (*portal.fema.gov*) by the application

submission deadline. The State Administrative Agency (SAA) is eligible as a sub-grantee to an eligible transit agency to facilitate regional planning and programs.

In addition, law enforcement agencies that act as the primary transit security provider for transit systems are eligible for certain operational activities as sub-recipients of the transit systems.

For guidance please refer to the FY 2013 Funding Opportunity Announcement (FOA) for the full list of eligible transit agencies.

What types of items are considered eligible for Maintenance and Sustainment?

The DHS Secretary's (FOUO) Memorandum to State Agencies issued on February 13, 2012 concerning Expenditure of Certain DHS/Federal Emergency Management Agency (FEMA) Grant Funding expanded DHS/FEMA policy. This expansion allows for the support of equipment, training, and critical resources that have been purchased with either federal grants *or* any other source of funding as long as direct linkage to one of the core capabilities in the five mission areas within the National Preparedness Goal (NPG) exisits and the capabilities must be sharable through the Emergency Management Assistance Campact (EMAC). The costs must also be allowable through the fiscal year grant program they were awarded. Information on EMAC is located at http://www.emacweb.org/, and information on the NPG is located at http://www.fema.gov/pdf/prepared/npg.pdf.

Who is eligible for Operational Package (OPack) funding?

Similar to the FY 2012 program, OPack eligibility in FY 2013 is based on any transit agency having a dedicated transit security/police force of 50 or more full-time or full-time equivalent sworn officers. Agencies which meet that requirement may apply for OPack funding to build new capabilities or sustain existing capabilities. Any agency may also apply for the non-personnel aspects of operational packages (e.g., equipment and support).

What is the grant period of performance?

The award's period of performance is 24 months. Extensions to the period of performance will be considered only through formal requests to FEMA with specific and compelling justifications as to why an extension is required.

Are eligible agencies required to provide a cost share?

Participants of the FY 2013 TSGP are not required to provide a cost share for funding they receive.

How does DHS score the grant applications?

A National Review Panel (NRP), comprised of subject matter experts from the federal government, will score each project based on the evaluation criteria described in the FOA. Investment Justifications (IJ) will be evaluated based on the following criteria with the listed range of values:

- ✓ Risk Group Score
- ✓ Funding Priority Area Score
- ✓ Risk Mitigation Score
- ✓ Regional collaboration (where appropriate)

The NRP may make funding recommendations in amounts less than the total requested if ineligible expenses are listed as part of the budget. Final scores and funding recommendations are ranked and projects are funded until the funding allocation is exhausted.

Who will be responsible for scoring the grant applications?

DHS will draw upon the expertise of surface transportation experts from the federal government to review and score the projects, and pass their recommendations to the Executive Committee, consisting of senior federal security representatives. This Executive Committee determines the final grant awards based on the scores, comments, and funding recommendations. The National Review Panel and the Executive Committee will include representatives from Transportation Security Administration (TSA), FEMA, and Federal Transit Administration (FTA).

How many IJs can be submitted?

Applicants may submit up to eight (8) IJs per region. Agencies may also submit up to five (5) additional IJs for projects related to law enforcement providers that are not part of the transit agency. Each IJ must demonstrate how a proposed project addresses gaps and deficiencies in current programs and capabilities. The IJ must demonstrate the ability to provide enhancements consistent with the purpose of the program and guidance provided by DHS.

How do I apply, and when are grant applications due?

As part of the FY 2013 TSGP application process, applicants must develop a formal IJ that addresses each initiative being proposed for funding, including management and administration (M&A) costs. Applicants must ensure that the IJ is consistent with all applicable requirements outlined in the FOA.

Applicants can download and begin completing the grant application at any time once the application period opens, though the applications can be submitted only after the steps below are completed.

Applying for FY 2013 TSGP funds is a two-step process:

1. Submission of a complete Standard Form (SF) 424 to **www.grants.gov** by **June 17, 2013** allows FEMA to determine eligibility and verify that the applicant may proceed with the application process.

2. Electronic submission of completed applications **no later than** 11:59 PM EDT,**June 24, 2013**. Eligible transit systems must submit the SF-424 application together with IJ(s), detailed budgets and other required documents.

Where can I go if I have additional questions?

Additional information on the program is available on our website at www.tsa.gov/grants, and on FEMA's website at www.fema.gov/grants. Questions may also be submitted to TSA through TSAGrants@tsa.dhs.gov with a carbon copy to FEMA at ASKCsid@dhs.gov.

A roll-out conference call will be held May 29, 2013, with a subsequent informational call taking place on June 12, 2013. All conference calls will be held at 2:00 PM EDT. The conference line is 1-800-320-4330, PIN #756930.